

AMENDMENTS TO THE SPECIFICATION

Please replace the paragraph beginning on page 11, line 16 with the following amended paragraph:

As shown in Fig. 4, the side clutch 19 is configured as a multiple disc clutch including such elements as a clutch member 31 ~~slidably~~ slidably splined on the counter shaft 18, a clutch drum 32 formed integral with the reduction gear 20 loosely mounted on the counter shaft 18, multiple discs 33 operably engaged with the clutch member 31 and the clutch drum 32 and alternately stacked each other and a spring 34 for slidably urging the clutch member 31 to the left side in Fig. 4 and pressing the multiple clutch discs 33 against each other.

Please replace the paragraph beginning on page 12, line 9 with the following amended paragraph:

As shown in Fig. 5, the front wheels 1 are pivotally attached to pivot cases 41 mounted to the right and left ends of the front axle case 8 to be pivotable about a vertical axis (b). Knuckle arms ~~[[41]]~~ 42 are connected to the upper ends of the right and left pivot cases 41, with the knuckle arms ~~[[41]]~~ 42 being interconnected via a tie rod 43. On the other hand (on the left side in this Fig. 5), the knuckle arms 42 are operably connected via a drag link 44 also to a pitman arm 45 which is pivotable about a vertical axis (c). This pitman arm 45 is an integral extension of a sector gear 46 acting as an operating member which is displaced in association with a steering operation of the front wheels 1. Further, the sector gear 46 is meshed with a pinion gear 47 which is pivotable by an operation of a steering wheel 48 provided in front of the driver's seat 13 for steering the front wheels 1. This construction constitutes the steering mechanism.

Please replace the paragraph beginning on page 13, line 6 with the following amended paragraph:

As shown in Fig. 9, the pivot arm 54 includes a first arm portion 59a and a second arm portion 59b opposed to each other and "fanned out" away from each other toward the roller

57. In operation, when the sector gear 46 is under a straight traveling condition, the roller 57 is retained in a stable manner as being dropped into and snugly retained within a neutral recess 60 formed between the first arm portion 59a and the second arm portion 59b. As shown in Fig. 10, when the sector gear 46 is pivoted counter-clockwise in the figure thereby to steer the front wheels 1 to the right from the straight traveling condition, the roller 57 presses the second arm portion 59b, whereby the pivot arm 54 is pivoted clockwise and the clutch operating relay member 56 pivotable therewith is pivoted in the same direction. In association therewith, one release wire 58 is pulled, so that only the clutch lever ~~[[47]]~~ 37 for the right rear wheel 2 located on the inner side of that turn is operated in the clutch disengaging direction.

Please replace the paragraph beginning on page 15, line 4 with the following amended paragraph:

As may be apparent from Figs. 12 and 13, the front face of the transmission case 11 supports the operational shaft 36 extending therethrough in the fore and aft direction. To the end of this operational shaft 36 located inside the case 11, the clutch operating member 35 is fixedly attached. Further, a pivotal cam mechanism ~~[[53]]~~ 152 for pivotally operating the operational ~~shaft~~ shaft 36 is attached to the front face of the transmission case 11. This pivotal cam mechanism ~~[[53]]~~ 152 consists essentially of a pivotal cam plate 154 fixedly connected to the outer end of the operational shaft 36 projecting from the case 11 and a bell-crank like pivot member 146 pivotally supported to the front face of the transmission case 11 to be pivotable about a fore and aft axis (x). In operation, when the pivotal member 146 is pivoted, the roller 157 attached to the leading end thereof comes into contact with the cam face ~~[[S]]~~ 159 formed in the outer periphery of the pivotal cam plate 154, which cam function causes a pivotal displacement of the pivotal cam plate 154 through its contact therewith. Further, this cam face ~~[[S]]~~ 159 includes, in continuous series, an arcuate stable cam face portion s1 for retaining the clutch engaging position, a ride-over (or operative) cam face portion s2 for clutch disengaging operation and an arcuate stable cam face portion s3 for retaining the clutch disengaging position.

Please replace the paragraph beginning on page 15, line 23 with the following amended paragraph:

And, the pivot members 146 of the right and left pivotal cam mechanisms [[53]] 152 provided in correspondence to the right and left side clutches 19 are operably coupled to the steering mechanism 40 in the manner described below, so that the right and left pivot cam mechanisms [[53]] 152 are automatically operated in association with a steering operation of the front wheels 1.

Please replace the paragraph beginning on page 16, line 10 with the following amended paragraph:

The right knuckle arm 142 and the pivot member 146 of the right pivot cam mechanism [[53]] 152 are operably coupled to each other via a release wire [[144]] 158. Similarly the left knuckle arm 142 and the pivot member 146 of the left pivotal cam mechanism [[53]] 152 are operably coupled to each other via a release wire [[144]] 158. In operation, when the front wheels 1 are steered to the right from the straight traveling condition, the right knuckle arm 142 pulls the release wire [[144]] 158 and also the release wire [[144]] 158 connected to the left knuckle arm 142 is loosened. Conversely, when the front wheels 1 are steered to the left from the straight traveling condition, the left knuckle arm 142 pulls the release wire [[144]] 158 and also the release wire [[144]] 158 connected to the right knuckle arm 142 is loosened. Further, the pivot member 146 of each pivotal cam mechanism [[53]] 152 mounts a return spring 146a for pivotally urging toward the clutch engaged position.

Please replace the paragraph beginning on page 16, line 25 with the following amended paragraph:

With the above-described construction, in association with a steering operation of the front wheels 1, the respective side clutches 19 are automatically operated via the right and left pivotal cam mechanisms [[53]] 152 in the manner described below.

Please replace the paragraph beginning on page 16, line 27 with the following paragraph:

When the front wheels 1 are under the straight traveling condition or are steered to the right or the left therefrom by an angle short of a predetermined set angle (e.g. 20 degrees), even when the rollers 157 move along the respective arcuate paths in association with pivotal movements of the pivot members 146, the rollers 157 only move along the stable cam face portions s1 formed in the cam faces [[S]] 159 of the pivotal cam plates 154 for retaining the clutch engaged position, and the pivotal cam plates 154 are maintained at the “clutch engaging” position. Therefore, under the straight traveling condition or during a gentle steering operation, both of the right and left side clutches 19 are maintained at the “clutch engaging” condition, so that the vehicle travels under the four-wheel drive mode.

Please replace the paragraph beginning on page 17, line 8 with the following amended paragraph:

And, as shown in Fig. 15 for instance, when the front wheels 1 are steered sharply from the straight traveling condition by an angle greater than the predetermined set angle, only the pivot member 146 of the right pivotal cam mechanism [[154]] 152 on the inner side of this turn is pivoted counter-clockwise by the release wire [[144]] 158, so that its roller 157 comes into contact with the ride-over (or operative) cam face portion s2 subsequent to the stable cam face portion s1, so that the right side clutch 19 is disengaged against the urging force of the return spring 146a. As a result, the vehicle effects a small-radius (sharp) turn to the right under the three-wheel drive mode involving the steered right and left front wheels 1 and the left rear wheel 2 on the outer side of the turn.

Please replace the paragraph beginning on page 17, line 27 with the following paragraph:

After the side clutch 19 is disengaged, if the front wheels 1 are further steered to the right, the pivot member 146 too is pivoted counter-clockwise. In this case, however, the roller 157 moves only along the clutch disengaging position retaining stable cam face portion s3 formed

in the cam face [[S]] 159 of the pivotal cam plate 154, so that the pivotal cam plate 154 is maintained at the “clutch disengaging” position. Incidentally, the relationship between the operation of the pivot member 146 and the pivotal movement amount of the pivotal cam plate 154 is as illustrated in Fig. 16.

Please replace the paragraph beginning on page 17, line 27, with the following amended paragraph:

Further, though not shown, when the front wheels 1 are sharply steered to the left from the straight traveling condition by an angle greater than the predetermined set angle, the left pivotal cam mechanism [[53]] 152 functions just like the manner described above, so that only the left side clutch 19 on the inner side of the turn is automatically disengaged.

Please replace the paragraph beginning on page 10, line 7 with the following amended paragraph:

In the back faces of the base end member 6A 6B and the leading end member 6C, there are formed insertion holes 12A, 12B communicated with the inside of the hollow body 6A. With this, the boom 6 is formed hollow continuously through the entire length thereof for allowing insertion of the hydraulic oil pipes 34.

Please replace the paragraph beginning on page 18, line 5 with the following amended paragraph:

(1) As shown in Fig. 11, the clutch operating relay member 56 and the pivot arm 54 may be wire-connected to the right and left clutch levers [[47]] 37 and may be provided as a pair for the right and left to be independent of each other. This eliminates the above-described loose interconnection by the slot 62 between the clutch operating relay member 56 and the release wire 58.

Please replace the paragraph beginning on page 19, line 1 with the following amended paragraph:

(5) As shown in Fig. 17, the pivotal cam plate 154 of the pivotal cam mechanism [[53]] 152 may be wire-connected to the steering link mechanism 40 and the pivot member 146 may be connected to the outer end of the operational shaft 36.

Please replace the paragraph beginning on page 19, line 7 with the following amended paragraph:

(6) Instead of connecting the steering mechanism 40 and the pivotal cam mechanism [[53]] 152 by using the release wire [[144]] 158, a push-pull rod or a link mechanism can be used in place of the release wire [[144]] 158.